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INFORMATION REPORT

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COUNTRY East Germany

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SUBJECT Central Motor Vehicle Repair Shop at Berlin
Oberschonenweide

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The following is a list of equipment which, during the months of July, September and October 1953, has been repaired, overhauled or produced at the Soviet central motor vehicle work shop in Oberschoeneweide.

In July

Repaired

400 engines of various makes
(prescribed quota: 400)

Produced

400 Studebaker motor casings
(prescribed quota: 550)
100 Willys motor casings
(prescribed quota: 150)
500 tops of motor casings
35 bodies for workshop trucks
40 lathes
200 Cardan shafts
150 short Cardan shafts
100 drilling machines
100 oil pumps
150 work benches
100 portable forges
50 tool cases
100 ZIS brake drums

In August

350 engines

500 Studebaker motor casings
400 Willys motor casings
500 tops of motor casings
35 bodies for workshop trucks
45 lathes
200 Cardan shafts
200 drilling machines
100 portable forges
200 work benches
50 tool cases
100 spark plug testers
100 oil pumps

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Repaired

Produced

In September

300 engines

550 Studebaker motor casings
200 Willys motor casings
750 tops for motor casings
1,000 quarter bends for Studebaker vehicles
800 quarter bends for Willys vehicles
35 bodies for workshop trucks
4,500 long and short Cardan shafts for
Studebaker and Chevrolet vehicles
40 lathes
15 grinding benches
100 drilling machines
500 service cabinets
120 work benches
100 tool cases
200 brake drums for Studebaker vehicles
300 brake drums for Willys vehicles

In October

300 engines
8 command cars
4 buses
5 trucks with hoisting gears

600 Studebaker motor casings
200 Willys motor casings
800 tops for motor casings
500 quarter bends
15 bodies for workshop trucks
30 lathes
10 grinding machines
20 crank shafts
250 fuse boxes
4,500 Cardan shafts
50 drilling machines
30 work benches
30 tool cases
150 ZIS brake drums
200 Willys brake drums

2. The following is a list of engines sent from Zeesen to Oberschoeneweide for complete overhaul in August, September and October:

In August

About 150 ZIS
" 35 Willys
" 60 Studebaker
" 40 Chevrolet
" 45 Ford

In September

About 110 ZIS
" 20 Willys
" 10 Gas
" 50 Chevrolet
" 70 Ford
" 40 Studebaker

In October

About 125 ZIS
" 30 Willys
" 35 Studebaker
" 75 Chevrolet
" 40 Ford

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3. The following new engines were sent back to Zeesen from Oberschoeneweide:

In August About 170 ZIS
 " 30 Willys
 " 60 Studebaker
 " 40 Chevrolet
 " 40 Ford

In September About 105 ZIS
 " 20 Willys
 " 39 Studebaker
 " 45 Chevrolet
 " 70 Ford
 " 10 Gas

In October About 115 ZIS
 " 30 Willys
 " 35 Studebaker
 " 75 Chevrolet
 " 40 Ford

4. Products such as motor casings, equipment for workshop trucks and spare parts were dispatched to the following locations during the months of July until October 1953:

To Ketschendorf 7 carloads of work benches and spare parts
in August

To Markersdorf 15 cars with 30 bodies for workshop trucks
in July

To Frankfurt/Oder- 5 cars with 150 Studebaker and 150 Willys motor casings,
border 300 tops for motor casings and 200 boxes with spare parts
in July

in August 10 cars with 400 Studebaker and 200 Willys motor casings,
 600 tops and 400 boxes with spare parts

in September 3 cars with Studebaker motor casings, 3 cars with 360 Willys
 motor casings, 1 car with 120 boxes with tools, 1 car with
 2,500 Cardan shafts, and 2 cars with spare parts

in October 5 cars with 600 Studebaker motor casings, 2 cars with 2,500 Cardan
 shafts, 1 car with 150 boxes with spare parts, 1 car with 500
 tops for motor casings and 2 cars with spare parts 2

To Bad Freienwalde 10 cars with 18 bodies for workshop trucks
in October

To Ziesar 10 cars with 20 bodies for workshop trucks

5. Raw material in blocks that arrived in the foundry for motor casings included 10 carloads in August, 10 carloads in September and 8 carloads in October.
6. In August and September, 30 Studebaker bodies were fitted with van-like superstructures equipped with elegant furniture.

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7. In October, the first 50 crank shafts were produced after thorough experiments had been made. The shafts were casings which were installed in several Studebaker trucks for test purposes.⁴

- 25X1A 1. [REDACTED] Comment. The quarter bends produced at the plant are connecting pieces between the motor casing and exhaust.
- 25X1A 2. [REDACTED] Comment. Though information on export shipments to the USSR is received for the first time, such measure is believed possible.
- 25X1A 3. [REDACTED] Comment. These van-like cars will presumably serve as command cars for high-echelon headquarters in case of mobilization.
- 25X1A 4. [REDACTED] Comment. Compared with the reference report, the present information shows an increase in the capacity of the plant at Oberschoeneweide which can be considered the largest motor vehicle repair plant in East Germany. The high percentage of spare parts produced at the shop is noteworthy. So far, these spare parts have to a large extent been delivered by the USSR and/ or by the East Zone production via the motor vehicle spare part depot in Fuerstenwalde-Ketschendorf. The experiment with the crank shafts of cast material for Studebaker motors appears to be an emergency measure as, probably, spare parts from the Lend-Lease Program of 1943 were no longer available. However, Soviet troops in East Germany are still equipped with a high percentage of foreign motor vehicles.

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